



FAA Intercom

Rule Makes Medical Aid Available to Airline Pax

Cardiac victims on U.S. carriers won't have to survive on a wing and a prayer under a proposal put forward by President Clinton.

The president has proposed that U.S. airlines carry automated external defibrillators (AEDs) on all commercial planes carrying at least one flight attendant. AEDs deliver a high-energy electrical pulse aimed to restore the regular electrical pulse required for normal heart function.

The FAA worked with the Air Transport Association to collect data on in-flight medical emergencies from 15 airlines from July 1, 1998 through June 30, 1999. Some 119 cardiac-related events were recorded, with 64 resulting in death. AEDs were used on passengers in 17 separate events, prolonging four lives. They were unavailable for 40 cardiac-related events.

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Defibrillators like the one above will be available onboard airline flights under a new FAA proposal.

Controllers Find Safe Horizons for Lost Pilots



Dunn and McConnell (center) receive National Flight Assist Awards from Ron Morgan, Air Traffic director, and Administrator Garvey.

Rosanne McConnell and Bill Dunn are the latest heroes of the FAA. On May 17, they received the annual National Flight Assist Award from Administrator Jane Garvey, which recognizes the actions of controllers who go above and beyond their normal responsibilities to help pilots in distress.

Although they work thousands of miles apart in distinctly different areas of the country, elements of their stories are surprisingly similar. In both cases, inexperienced pilots and bad weather played major roles in the flight emergencies.

But beyond the details of the events

were the striking parallels in the demeanor and experiences of the two controllers.

Dunn and McConnell combine nearly 40 years of experience in front of the radar screen. Both are unassuming and modest in the accounts of the events in which they played central roles. And both seemed a little surprised at the attention they've received for doing what they believe is simply their job.

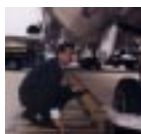
Dunn is an operations supervisor at the Denver Automated Flight Service Station. On Aug. 25, 1999 he received an
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In This Issue:

Read about rescues in the air and on the ground, runway safety, a smiley face, a fight against cancer, an 18-year dream, and putting a John Hancock on a George Washington.



Page 2. Capturing Time in a Capsule.



Page 6. Letting Inspectors do their Job.



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News in Brief

FAA Grants Aimed at Development of Low-Cost Detection Systems

The FAA awarded three companies \$8.6 million in grants to develop explosives detectors that will cost much less than current devices, but have the same high detection and low false-alarm rates. These systems will be used at smaller airports that don't need the high baggage-processing rate of current systems.

The low-cost systems should save money for taxpayers and passengers. Current systems are built to handle peak passenger loads at busy airports and cost about \$1 million apiece. The low-cost systems should run about \$300,000.

The grants include \$7.5 million to InVision Technologies Inc., Newark, Calif.; \$757,432 to L-3 Communications, New York City; and \$313,309 to PerkinElmer Inc. of Wellesley, Mass.

Prototype delivery is expected within 15 months.

FAA Completes Deployment of New Radar

The FAA recently finished replacing obsolete radar with Air Route Surveillance Radar (ARSR-4) equipment that provides improved position information and weather detection.

ARSR-4 provides aircraft position information to the FAA, Air Force, Navy and Customs Service; and weather data to the FAA and National Weather Service.

The radar has several unique capabilities not found in other long-range radar. It can detect a one-square-meter object out to 250 nautical miles, much farther than previous long-range radar models. Superior target detection enhances the ability to identify hostile intruders and drug smugglers. The improved weather

information will increase controller and pilot awareness of their operating environments.

The program includes 43 systems deployed around the continental United States as well as on Guam, in Hawaii and at Guantanamo Bay, Cuba. The first system was commissioned in April 1996 at Tamiami Airport in Florida. The program cost \$800 million, half of which was paid by the Department of Defense.

Building the Future

It was 27 years ago that the Western-Pacific Region dedicated its regional headquarters building in Hawthorne, Calif. Last month, a time capsule sealed and buried at the May 1973 dedication was opened in a ceremony attended by Regional Administrator William Withycombe, Hawthorne's mayor, and Margie Basnight, wife of the late Arvin Basnight, who was director of the region in 1973.



Withycombe holds up a mysterious smiley face, buried in a time capsule 27 years ago.

The capsule contained letters from many aviation-related organizations, including some that no longer exist, such as McDonnell Douglas and Eastern Airlines. There was an 8 cent stamp, a newspaper dated May 3, 1973, a 16mm film of the first DC 10 flight, an audio tape of the ceremony dedicating the building, and black and white photos of the surrounding area as it looked in 1973.

The most mysterious item was a smiley face on a stick. Taped to it was a handwritten note that said, "To Marge, From Joe." Nobody at the dedication was certain who they were. If anybody knows, cc:Mail the editor of the *FAA Intercom*.

Boeing 767 Faces Emergency AD

Bolts used on Boeing 767 jets received increased scrutiny from the FAA last month. The agency ordered operators to check 767 underwing fittings that attach the strut and engine to the wing after finding one cracked and two fractured bolts in recent inspections.

The emergency Airworthiness Directive affects 230 aircraft worldwide, 120 of which are registered in the United States. Boeing 767 operators include Airborne Express, American Airlines, Delta Air Lines, Trans World Airlines, United Airlines, USAirways, and United Parcel Service.

Getting a Glimpse of Capstone

Administrator Jane Garvey capped a recent visit to Alaska by participating in a demonstration flight for Capstone technology. Capstone is part of the Safe Flight 21 program.

Credit: Brad Graverson-The Daily Breeze



The administrator prepares for a Capstone technology demonstration flight in Alaska.



Garvey flew in the Capstone-equipped Cessna 185 accompanied by Acting Associate Administrator for Air Traffic Services Steve Brown, and got a chance to operate the equipment and view its benefits first-hand. Later, Brown and the Cessna pilot flew to the Palmer Flight Service Station for a visit. The equipment performed flawlessly, and the pilot expressed enthusiasm about the safety enhancement.

Garvey was in Alaska to address a National Air Traffic Controllers Association conference.

Data Link Makes Debut over Atlantic
Suitably-equipped aircraft flying over the Atlantic Ocean can now communicate with air traffic controllers using data link.

Data link reduces the need for voice communication by sending visual messages via special cockpit computers, improving the reliability and timeliness of messages.

The New York Air Route Traffic Control Center began using data link earlier this month to control traffic over the Atlantic. As controllers familiarize themselves with oceanic data link, operations will expand to include other sectors, such as the Caribbean later this year.

Oceanic controllers began using data link over the Pacific Ocean in March for aircraft that have the necessary equipment.

Alaskan Region Honors Mechanics

Three Alaskans were recently honored with the FAA's Charles Taylor Master Mechanic Awards for their long careers in aviation.

George W. Chapman, former FAAer John E. Michaelis, and Philip S. Matlock were presented their awards by Alaskan Regional Administrator Patrick Poe.

Recipients must have at least 50 years experience in aviation maintenance as a mechanic, repairman, manager, inspector or teacher. They must have held an FAA certificate for at least 40 years.

The FAA created the award in 1993 to honor mechanics and their role in aviation.

Have You Heard the Latest?

Phone in every Wednesday afternoon to hear the latest agency and industry news from VOICE, the FAA's internal communications advocate. Dial 1-877-888-4325.

Earnings/Leave Statements Available on Employee Express

Employees may view a modified version of their Statement of Earnings and Leave information on the Employee Express Web site at www.employeeexpress.gov. The current and two previous pay period statements will be posted on Employee Express on the Friday prior to the upcoming pay week.

For more information on using Employee Express, employees may contact their servicing Human Resource Management Office.

Happy Headquarters Warming

If all went according to plan, Eastern Region employees should now be in their new Headquarters building near John F. Kennedy International Airport. The move was scheduled to be completed June 10.

The facility features modern technology infrastructure (meaning a fiber-based electronic backbone) and elevators designed to move people, not freight, like the lifts in the old facility. The new site should shorten most employees' commutes by about 10 minutes.

For a virtual tour of the new building, visit the Web site at <http://ro.aea.faa.gov/news0200.htm>.



Eastern Region employees call this new building home.



People



Keegan (right) was one of nine FAA employees to receive an RTCA award. He accepted the Achievement Award on behalf of the Free Flight Phase 1 Program Team from RTCA Chairman James Pierce.

FAA Dominates RTCA Awards

Nine FAA employees received awards from RTCA, a private corporation that advises the government on air traffic management issues, communications, navigation and surveillance.

The Free Flight Phase 1 Program Team and its leader, Charles Keegan, received RTCA's highest honor, the Achievement Award, for making the single most significant contribution to the structure, operation or success of the organization.

Connie Beane from the Transport Airplane Directorate; Bruce DeCleene, Aircraft Certification Service; Richard Heuwinkel, Aviation Weather Directorate; Di Reimold, Communications Integrated Product Team; and James H. Williams, Communications Integrated Product Team leader, each received citations that recognized their significant contributions to RTCA's success.

Robert Granville, Flight Systems Technology Branch (retired); Gary Livack, Flight Standards Service; and Leanna Rierson, Aircraft Certification Engineering Division, were given certificates of appreciation for very important or unusual contributions to RTCA's success.

Thornton Tapped for Free Flight Phase 2

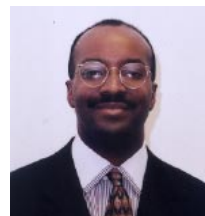
John F. Thornton has been chosen to direct Free Flight Phase 2, which builds on the successes of Free Flight Phase 1 to improve efficiency and safety within the National Airspace System.

He will oversee expansion of Phase 1 elements, including Traffic Management Advisor, User Request Evaluation Tool, and Collaborative Decision-Making. He also will direct development and deployment of several new Free Flight technologies.

Thornton had been communications manager in the Free Flight Phase 1 program since its inception in July 1998. He will report to Charles Keegan, director of the Free Flight program office.



John F. Thornton



Eric Chatmon

FAAer to Lead Information Technology Services Team

Eric Chatmon is the new Integrated Product Team lead for information technology services. He will be responsible for a large portion of the FAA information technology infrastructure at Headquarters, including cc:Mail, ENET, Metropolitan Area Network (MAN), Internet/Web operations, and LAN/HelpDesk support to several lines of business and staff organizations.

Chatmon has worked at the FAA for six years, most recently as MAN program manager in the Office of Acquisitions.

FAAer Honored for Flight Test Safety Work

Rodrigo Huete from the New England Region's Aircraft Certification Service received the Tony Levier Flight Test Safety Award from the Society of Experimental Test Pilots.

The award recognizes individuals and organizations that have a significant impact on flight test safety. Huete was cited for emphasizing the concept of flight test risk management in the Aircraft Certification Service and promoting safer flight test operations in civil aviation certification.

Huete received the award during the second annual AIR Flight Safety Officer meeting in Savannah, Ga. He presented a briefing on FAA flight test incident/accident analysis and participated in a panel discussion on flight test safety.

FAAer Inducted into Hall of Fame

Richard Hitt, Safety Program manager for the Columbia Flight Standards District Office, has been inducted into the South Carolina Aviation Hall of Fame. Hitt also was named the South Carolina Aviator of the Year.

Hitt — who is best known to thousands of pilots as "FAA's Mr. Safety" — has been Safety Program manager since 1991. The citation presented to Hitt on his induction cites his "selfless use of off-hours and personal time" to influence pilots and mechanics at the regional and national levels.



Richard Hitt



FAA Executives Convert to New Pay Plan

FAAer Honored Posthumously

FedEx recognized John Bassler, an Avionics Partial Program manager who passed away in March at 57, with its highest award.

FedEx presented its Bravo/Zulu Plaque to the Memphis Flight Standards District Office as a tribute to the exceptional service Bassler provided the company. Bassler died in Mesa, Ariz., while monitoring FedEx's avionics training program.

His son, John, serves as the FAA's Avionics Partial Program manager for Continental Airlines. In addition to his son, daughter-in-law and two grandchildren, Bassler is survived by his former wife, Sharon, and daughter, Bethany Ann.



John Bassler

Seven Nominated to FAA Advisory Council

President Clinton will nominate seven people to the FAA Management Advisory Council.

The nominees include: Edward W. Bolen, president of the General Aviation Manufacturers Association; Geoffrey T. Crowley, president and CEO of Air Wisconsin Airlines Corporation; Robert W. Baker, executive vice president for operations, American Airlines; Debbie Branson, a trial lawyer and president of the Texas Trial Lawyers Association; Kendall W. Wilson, president of First Financial Management Services, Inc.; Robert A. Davis, who retired from Boeing in 1999 as vice president of engineering and technology; and Randolph "Randy" Babbitt, retired president of the Air Line Pilots Association.

Last month's *FAA Intercom* promised more information on conversion to the Executive Compensation Plan of FAA executives who are not political employees.

Like the Core Plan, the executives' plan was implemented April 23 and is a performance-based pay plan aimed at helping the agency attract and retain quality leaders, achieve agency goals, and reward superior results.

There are many similarities between the Executive and the Core compensation plans. Both use pay bands and grant annual base-salary increases based on performance. Each features Superior Contribution Increases for individuals whose contributions rise above those of their peers. Both were piloted in the Office of Research and Acquisitions for more than 18 months.

There are differences, however. One major exception is the concept of Short Term Incentives (STIs) for executives. The STI component is new for the federal government and especially challenging for FAA executives.

Under the STI plan, financial incentives are set for achieving annual organizational goals established for each executive at the beginning of the fiscal year. The STI plan focuses on rewarding final results, not just effort and good performance toward the results. The administrator and deputy administrator set the STI goals for the heads of lines of business and staff offices at Headquarters, and they in turn set supporting goals for their subordinate executives.

STI goals are similar to Organizational Success Increase goals, except they are more specific and challenging. Some STI goals are corporate, meaning all executives will share some responsibility for achieving

them. The corporate STI goals — called FAA Core Objectives — for FY 2000 are:

- ♦ *Safety*: Improve safety by reducing the fatal aviation accident rate for commercial air carriers by 12 percent.
- ♦ *Security*: Zero security incidents in the aviation system.
- ♦ *System Efficiency*: Increase the airlines' ability to meet their schedules by decreasing the use of FAA-imposed ground stop minutes by 25 percent over FY 1999 baseline.



The agency says the STI pilot has demonstrated the program's potential to significantly increase organizational success. For the time being, incentives paid to FAA executives will be reduced by 50 percent while the program's success rate and suggested improvements are evaluated.

The executives' plan has other pay components in keeping with past practices under the Senior Executive Service compensation plan. There are supplemental benefits for annual leave, retirement, and professional development. The plan also establishes long-term incentives similar to the STI but for goals on a 3-year or longer horizon.

However, the base salary and STI components are the only portions of the executives' plan that became effective April 23. Other parts of the plan have been delayed until an unspecified date.



FAA Educates Airport Security about Inspectors

Aviation inspectors won't have to risk going to jail for doing their jobs under a new effort by the FAA.

The Flight Standards Service and Office of Civil Aviation Security are taking a number of steps to educate airports and industry about the role of aviation inspectors and the credentials they carry to gain access to airport ramp areas.

Pushing the issue to the forefront was the arrest of an aviation inspector at Washington Dulles International Airport in March. Airport employees refused to recognize the inspector's federal credentials, accepting only airport-issued credentials as legitimate. Authority bestowed by federal credentials exceeds that of airport-provided identification.



FAA aviation inspectors have experienced difficulty gaining access to secure airport areas at times.

The FAA has distributed a pamphlet to all certificated airports explaining background on security requirements, safety inspectors and their roles, and federal credentials that should be recognized by all airport employees.

The agency also is sending an advisory circular to industry — particularly companies that provide airport access security services to airlines — about appropriate FAA credentials.

Training courses and manuals are being updated and changed to show the credentials aviation inspectors use to access secure airport areas.

Leading the Way to Safety

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emergency call from a student pilot. While on a solo cross-country flight, the pilot became disoriented after deviating around a thunderstorm and could not receive the navigational aids he had planned to use along his route.

The controller had to weave the pilot through patches of bad weather and hazardous terrain, including obscured mountains, to a safe landing at his original destination.

McConnell had just gotten off her break on July 21, 1999 and taken over her position at the Washington-Dulles TRACON when she received notice that a student solo pilot had inadvertently encountered severe weather that required flying by instruments only.

The pilot had only 23 hours of flight time and no experience with instrument flight. It was a hazy day and clouds hung at about 700 feet above Manassas, Va., disconcerting conditions for pilots who only know how to fly by sight. Large facilities like Dulles handle these types of situations almost weekly, McConnell said. What made this situation different was the lack of visibility and the pilot's total loss of contact with the ground. Most pilot distress calls are resolved in about five minutes, but McConnell worked 35 minutes before the pilot reported he could see the ground.

Both controllers say they've had similar flight emergencies in the past, some more dramatic. McConnell wasn't even aware of the significance of her assist until her manager suggested calling the media to report the incident. Looking back, she thinks it was the length of time it took for the pilot to regain visual contact with the ground that made her flight assist extraordinary.

Dunn, too, thought he and his fellow controllers have shared similar saves in the past. He suggested that his flight assist might have been considered special

because "it showed you can follow procedures in the event of unexpected pilot distress and still do a good job.

Procedurally, it was right on the money."

Keeping pilots from panicking is a major factor in successful rescues. "If [the pilot] didn't stay calm, it would be harder for him to listen to me," McConnell explained. Changing the tone and modulation of her voice and providing a running stream of reassurance and advice to the pilot helped maintain the calm, she said.

Dunn, too, acknowledged the importance of maintaining calm. He credits his FAA training, in which a systematic approach is taken to all air emergencies. "It's second nature to drop back into that mode," he said. The comfort level that controllers gain from the systematic approach and the use of straightforward language during emergencies communicate a message of competence and control to the distressed pilot, said Dunn.

Staff support is another variable in flight assists and perhaps the one unfair aspect of the awards program. Dunn and McConnell were able to do their jobs in difficult conditions because fellow controllers picked up the slack. They took over control of other aircraft in order to let Dunn and McConnell focus on one pilot. They helped clear airspace around airports, or provided advice on how to deal with the emergency.

Both controllers felt the award reflected well on their facilities rather than on their individual efforts.



A Runaway Runway Safety Success Story out West

The FAA has launched a major effort to reduce the number of runway incursions at the nation's airports, and the Gillespie Airport Traffic Control Tower in El Cajon, Calif., has gotten the message.

Tower management knew it had to act when it was faced with handling tens of thousands of people and thousands of aircraft operations at a four-day Confederate Air Force air show.

Tower Manager Kelly Rudy called together a group to analyze the risk potential and devise a strategy to guard against runway incursions. The team decided on a number of simple but effective steps.

Rudy sent a letter to businesses on the field stressing the importance of securing the airport perimeter by keeping the gate closed and locked when unattended. Follow-up phone calls were made to each facility to emphasize the seriousness of the matter.

The Confederate Air Force made warning signs to place on gates and fences.

It also recruited volunteers, who were supplied with orange vests and hand-held stop signs and positioned strategically along the edge of the aircraft ramp areas to prevent spectators from wandering onto the runway.

Flight Standards District Office inspectors were on site and positioned at the ramp areas, as well. Daily briefings were held for flight crews and volunteers each morning prior to the day's events.

The result? Not a single surface incident or runway incursion was recorded during the entire event, despite 3,000 flight operations and 26,000 spectators.

"We took the situation seriously and worked together to contain the hazard," Rudy said.

The cost of the prevention measures consisted of some paper and stamps for the FAA, and a few rental items for the Confederate Air Force. The benefit: safety and fun.

New Voucher System Scores Well with FAAers

Centralizing the processing of permanent change of station vouchers seems to have paid off in higher satisfaction levels among FAA employees.

As of April 1, handling of vouchers for FAA employees relocating to another job was centered at the Mike Monroney Aeronautical Center, Travel and Transportation Branch. Prior to that, the vouchers were handled at several locations around the country.

Centralization has led to a 36 percent reduction in staffing requirements, a productivity gain of 56 percent, and a cut in voucher processing time from an average of 15 days to just under 11.

An initial survey of employees shows improvement in overall customer satisfaction. Employees noticed the biggest improvement was in how fast they received relocation income tax allowance information. They also voiced approval of better explanations concerning non-allowable moving expenses.

Ruth Leverenz, assistant administrator for Regions and Center Operations, attributed the quick and smooth transition to collaboration across the FAA, including Headquarters, regions, and centers. Leverenz also thanked employees who participated in the survey of the new centralized system. "Getting feedback from the users of the process provided very valuable information that only they could provide to help identify what's working and what needs more work," she said.

For questions concerning permanent change of station voucher processing, call (405) 954-2060, or cc:Mail 9-AMC-AMZ-Travel.



Thousands of spectators attend the Confederate Air Force air show.



On Position or on Ice, These Controllers Stick Together

As Air Traffic Control Specialist Patrick Scanlan carefully guides an aircraft to a safe arrival at its destination, perhaps for one brief moment he imagines himself gliding down the ice, carefully guiding a puck toward a goal of its own.

Scanlan, who works at the Southern California Terminal Radar Approach Control facility, is one of about 300 American men and women — about 90 percent of them air traffic controllers — who traveled to Moscow to participate in the 27th annual International Air Traffic Controllers Hockey Tournament.

"The tournament brings together people with a common background and gives us the opportunity to trade stories and learn about how we each do our jobs," Scanlan explained.

It also gives the players a chance to raise money for worthy causes. Some \$15,000 from the tournament in Minneapolis, Minn., in 1998 went to the Make-a-Wish Foundation.

Scanlan basically worked a second full-time job in his off-time to organize the participation of 20 U.S. and three Canadian teams in the tournament. Three Russian teams rounded out the competition.

A handicapping system gives teams with players of varying skill levels a chance at winning the tournament.

A team from the Moscow center won the tournament, with Scanlan's Detroit team placing second. That's right, Scanlan lives on the West Coast but plays for a Detroit team.

Although it makes it tough to practice, Scanlan's situation is not unusual in ATC hockey. Many teams don't get a chance to practice until they arrive at the tournament.

Still, a natural camaraderie between controllers often helps them overcome lack of practice time. In that way and others, handling traffic and playing hockey seem



Scanlan (front row, third from left) and his team finished second at this year's hockey tournament.

similar to each other. "There's a lot of teamwork associated with air traffic control that can be found on the ice," Scanlan noted. "We're taking a puck and vectoring it around the ice, if you will."

The way John DiRico, a supervisor at Minneapolis Center, describes hockey, it's easy to draw a parallel between the sport and his job. "It's intense, probably the fastest moving sport that I know of. Short bursts of speed. Things get going rather quickly," he observed.

"The adrenaline gets going," Scanlan agreed. "You feel a bit aggressive. You're trying to keep that in check and keep your head in the game."

The league has a no-check rule that is meant to keep bodily contact and injuries to a minimum. Of course, in a game this fast, rules — and bones — sometimes get broken. DiRico was out for months with a broken ankle, and learned the hard way to wear appropriate padding after breaking his shoulder. Scanlan recalled a tournament in

Finland during which a player nearly had his ear taken off by the puck. "He's much better now," Scanlan noted. "He's still playing."

They play hockey for the competition, exercise or an adrenaline fix. No matter what they're doing, whether it's pushing tin or pushing a puck, these controllers are brothers (and sisters) in arms.

For information on ATC hockey, e-mail Scanlan at atchockey1@yahoo.com.



Members of the Minneapolis Center gather for a hockey awards ceremony. John DiRico is in the foreground on the right.



Tech Center Will Host Industry Forum

The William J. Hughes Technical Center will showcase its ongoing research and development activities during a major industry meeting June 28-29.

The purpose of the event is to give government and industry participants a view of FAA operations and capabilities and opportunities for dialog, and establish contacts for follow-up and potential partnerships.

On the agenda are such issues as aircraft/airport safety technology, environmental compatibility, and aviation safety technology, and facility tours of the National Satellite Test Bed, Display System Replacement and other equipment.

Discussions will include representatives from a mix of industry sources to gain a variety of perspectives on technology issues and constraints.

The forum is the fifth in a series that resulted from an FAA/NASA industry meeting in March 1999. That event highlighted the scope, capabilities, and directions of government research programs in air and space transportation technology. Industry representatives attending that meeting expressed an interest in visiting NASA and FAA research sites to obtain more in-depth knowledge about their projects.

For more information, contact Vince Lasewicz, Jr. at (609) 485-6805 or Karen Cicatiello at (609) 485-6622.

To view the full agenda or register, access the Web site at <http://home.hh.tc.faa.gov>.

FAAer Sentences Himself to Hard Labor of Love

Eighteen years ago Larry Eversmeyer went into labor. That's when he began to build his Thorp T-18 aircraft from scratch. Three presidents, one new daughter and at least \$40,000 later, Eversmeyer accomplished his goal. His tenacity and perfectionism paid off, too, earning him the Lindy Trophy from the Experimental Aircraft Association for best aircraft built from plans.



Eversmeyer proudly displays his Lindy-winning aircraft.

There were a couple of unsuccessful stabs at canopies, ailerons and instrument panels. All the while, his wife, Leanna, watched without comment.

The last push to finish the project came in 1998. Nearing completion, he admitted to a little self-doubt about whether he could fly in a self-made aircraft. But after investigating accidents as part of his FAA

Eversmeyer, an aviation safety inspector and teacher at the FAA Academy, started flying in 1971. He's flown for the National Guard and jockeyed a restored B-25 around the country to air shows. But all the while, he harbored the dream of building and flying his own aircraft.

In 1978 he joined the FAA as an inspector at the Portland Flight Standards District Office. While there he bought the plans for the Thorp for \$150. The Thorp is a metal, two-seat aircraft with bubble canopy and low-wing design.

Building the aircraft proved a major undertaking for someone who had to learn to measure, cut, punch drill and bend metal. From the start, costs rose as he set exacting standards for his work. "I've thrown a lot of parts away if I didn't like the way they were turning out," he said. "I just wanted everything perfect on it."

So into the trash went the \$1,000 he spent on material for the horizontal stabilizer.

job, Eversmeyer decided his plane "was built so much better structurally than production models" he'd seen.

The big day came in February 1999 at Clarence C. Page Airport in Oklahoma City. Eversmeyer decided to do some practice runs while his wife and a few buddies watched from a truck nearby. On the last run, he just kept picking up speed and decided to take the plane up.

The years of hard work and perfectionism earned him the Lindy Award at the Oshkosh Fly-In last August. He also won several state and local awards. Leanna and his daughter, Suzanne, share in his success by flying with him from time to time.

So was it worth it? "I don't know," he said at first. "I could have bought a plane and been flying all that time for the money I spent." But then he reconsidered. "That's satisfaction itself, just building one. It was worth the wait."



FAAer's Quick Return to Work Follows Quick Reaction

Many people need a cup of coffee to get going in the morning, but it's doubtful FAAers Cheri Lucas and Marty Conroy got to enjoy more than a sip after arriving at work Feb. 28.

They had a life to save.

Just after 6 a.m., Conroy arrived at the Portland Flight Standards District Office and was walking down the hall when he noticed co-worker Hank Baller, supervisor of the General Aviation Airworthiness Unit, stretched out on the manager's couch.

Conroy asked what the matter was, and Baller replied he was experiencing chest pains. With a few questions, Conroy, a veteran emergency helicopter pilot, ascertained that he had a medical emergency on his hands.

He notified Lucas that Baller needed to go to the hospital and that waiting for an ambulance might take too long. So they whisked their colleague off in Lucas' car, with Conroy in the backseat with Baller, ready to perform CPR if necessary.

Just how vital their quick reaction was

became clear over the course of the morning, as Baller experienced not one, but three heart attacks. Baller finally stabilized after doctors discovered and treated him for a blood clot in his main artery. Doctors said if Lucas and Conroy had waited another 15 minutes to go to the hospital, Baller would have "shut down altogether."

Lucas said the drive to the hospital was calm. She didn't run any stop signs or red lights and kept to the speed limit because Conroy was monitoring Baller the whole way. "I wasn't nervous until I got to the hospital," Lucas confided.

Conroy was not available for comment because he is currently on military duty in Bosnia, but Lucas said, "Marty and I are glad we were both here for him."

Baller said he was put to ease by the knowledge that Conroy knew CPR. "They did the most prudent thing and I'm appreciative of it," said Baller, who returned to work full time less than one month after the heart attack. He feels great and his prognosis is excellent.

Know the Signs of a Heart Attack

Following are warning signs of a heart attack. If you suspect that you or someone you know is having a heart attack, call 911 immediately.

Common Signs:

- ◆ Uncomfortable pressure, fullness, squeezing or pain in the center of the chest that lasts for a few minutes, or goes away and comes back.
- ◆ Pain that spreads to the shoulders, neck or arms.
- ◆ Chest discomfort with lightheadedness, fainting, sweating, nausea or shortness of breath.

Less Common Signs

- ◆ Atypical chest pain, stomach or abdominal pain.
- ◆ Nausea or dizziness.
- ◆ Shortness of breath and difficulty breathing.
- ◆ Unexplained anxiety, weakness or fatigue.
- ◆ Palpitations, cold sweat or paleness.

Fast action by (from left) Lucas and Conroy helped save Baller's life (right).



Defibrillators on Aircraft

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Eight major and six regional airlines either carry or have made a commitment to carry the device. The FAA's Notice of Proposed Rulemaking will affect airplanes that weigh more than 7,500 pounds and have at least one flight attendant.

The FAA is also proposing adding certain medications and other equipment to airlines' emergency medical kits for stabilizing passengers who suffer on-board medical emergencies. These include an oral antihistamine, non-narcotic analgesic, atropine, lidocaine, bronchodilator inhaler, IV administration kit, a self-inflating manual resuscitation device, and CPR masks.



Speaking Freely about a Matter of Life and Death

Numbers play a big role in all of our lives — ages, social security numbers, PINs. Ask Rozie Hamilton what her most important number is, and she very well might say “one.” That’s how many years she’s been cancer free.

Hamilton, an air traffic control specialist at the Manassas, Va., tower, might be familiar to people in the Washington, D.C. area from a series of public service announcements she has filmed about breast cancer. The local affiliates of all three major networks and a local cable channel have taped announcements with her.

Hamilton speaks freely about a subject that many find too painful or personal to talk about. Her willingness to speak is prompted by the feeling of isolation she felt after being diagnosed with breast cancer in October 1998. “I didn’t have anyone to talk to. I didn’t know anything about breast cancer,” she said.

She underwent a total mastectomy and reconstruction of her right breast in January 1999, and then began chemotherapy. Her effervescent character charmed her doctors and other breast cancer patients at the Washington Hospital Center. “They said I was the first person who came up for chemotherapy who laughed and joked and talked to others about how they were doing,” she recalled. “A lot of them were worse off than I was. I felt compassion for them.”

When local TV stations contacted the hospital about a public service announcement on breast cancer, Hamilton was a natural choice.

She encourages women to start undergoing mammograms before the time doctors normally recommend. “Don’t wait until you’re over 40,” she advised. “I know people who’ve gotten it at the age of 24 or 25.” She also encourages women fighting

cancer to reach out and talk to other people. “It’s cathartic and it’s a good way to gain knowledge about your illness,” she said.

Hamilton also hopes to persuade women — especially those in minorities — to enroll in the STAR study organized by the National Cancer Institute, part of the National Institutes of Health. The program is testing drugs that prevent breast cancer. Women who are interested may call 1-800-4-CAN-CER. Locally, they may contact the Washington Hospital Center at (202) 877-DOCS.

The biggest number in Hamilton’s



Rozie Hamilton at Manassas tower.

future is five. That’s how many years she must remain in remission before the doctors declare her cancer free. Until then, she is undergoing self-therapy: talking to anybody and everybody who will listen.

And when they want to talk, she listens. She gives her telephone number to anybody who needs an ear. That’s just one more number that’s become central to Hamilton’s life right now.

How to Find Help to Ease Workplace Stress

Employees having difficulty handling job stress may turn to the Employee Assistance Program for counseling.

The EAP says stress from meeting professional and personal obligations might result in reduced productivity, conflicts with coworkers and supervisors, increased absenteeism, tardiness and morale problems, and an increased likelihood of accidents.

EAP provides management consultation and personal counseling with a licensed counselor. Specialized rehabilitation services, training, and an around-the-clock confidential access line for employees and their families are available.

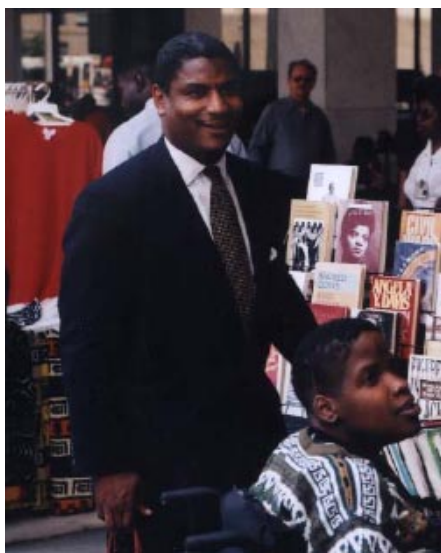
The EAP offers personal, confidential assistance in the following areas: emotional distress, substance abuse, grief/loss, anxiety, family/marital problems, stress, parent/child and teen issues.

A recently added EAP service is the National Depression and Alcohol Screening Project. This confidential, anonymous telephone screening allows employees or their family members to find out if they or someone they love may be experiencing depression, or have problems with alcohol. The project’s telephone number is 1-877-230-1839.

For more information on the EAP, call 1-800-234-1EAP.



Back to Headquarters



Slater makes the rounds at the DOT's National Transportation Week event.

FAA Participates in National Transportation Week

Secretary of Transportation Rodney Slater was the special guest at the National Transportation Week/DOT Volunteer Committee annual spring fundraiser.

The FAA set up a booth in the courtyard of the Nassif Building to provide information about the Aircraft Certification Service, Air Traffic, Commercial Space Transportation, System Safety and Flight Standards.

National Transportation Week is an annual event that recognizes transportation employees' contributions to the United States. The two events were combined this year to support Slater's interest in celebrating employee contributions to both efforts.

Learn about the Accountability Board

Headquarters employees can learn more about the FAA's Accountability Board at a brown bag lunch hosted by Barbara Smith, board director. The lunch will be June 26 from noon to 1 p.m. in Room 5ABC.

The Accountability Board was

established in 1998 to support the agency's commitment to provide a harassment-free work environment. On July 1, the scope of the board will be expanded to include allegations of harassment or misconduct that creates an intimidating or hostile work environment based on an individual's gender, race, color, national origin, sexual orientation, religion, age or disability.

For more information, call Mai Nguyen at x77666.

Keeping HQ Looking Good

The General Services Administration asks that smokers at FAA Headquarters use the designated area on the C Street side of the building, discard cigarette butts in the appropriate containers and refrain from placing their feet on outside walls and columns.

The GSA has just completed an extensive cleaning of the perimeter walls, necessitated by smokers and non-smokers placing their feet against the walls during their breaks. The pavement also had to be cleaned because discarded cigarettes eventually clog up the drainage system.

For more information, contact Doug Plummer at x78626.

HQ Holds Savings Bonds Rally

FAA Headquarters kicked off its U.S. Savings Bonds campaign in the Bessie Coleman Conference Center on May 1.

Fanny Rivera, assistant administrator for Civil Rights and this year's Savings Bond chairperson, encouraged employees to buy bonds, stressing the importance of diversifying financial portfolios. Mary Ellen Withrow, treasurer of the United States, was on hand to discuss the new Series I Bond and the value of purchasing Savings Bonds to build future savings and an investment nest egg.

Withrow stayed after the rally to autograph one dollar bills for the first 25 attendees who signed bond cards.



Withrow puts her John Hancock on a George Washington.

FAA Intercom

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